

# ASK THE EXPERTS

## Got a problem? MCN's team of specialists has the answers



**RIDING**  
**Sean Hayes**  
Boss of Circuit Based Training at Mallory Park and co-author of "Pass The Bike Test"



**DUCATI**  
**John Burrows**  
Service manager at Ducati Coventry with 40 years' experience, 20 years on Ducatis



**SUZUKI**  
**Steve Scully**  
Service manager at GT Motorcycles, Plymouth, 30 years of Suzuki experience



**HONDA**  
**Scott Bullett**  
Workshop manager and a Honda-approved diagnostic technician at Doble

**Q** I have fitted Termignoni cans to my Ducati 1098. When it's in the meat of the powerband it's lovely to ride with a throaty exhaust note, but when it gets hot it stalls a lot. Is this normal?

## Why is my 1098 stalling when hot?

STUART BEALES, FACEBOOK



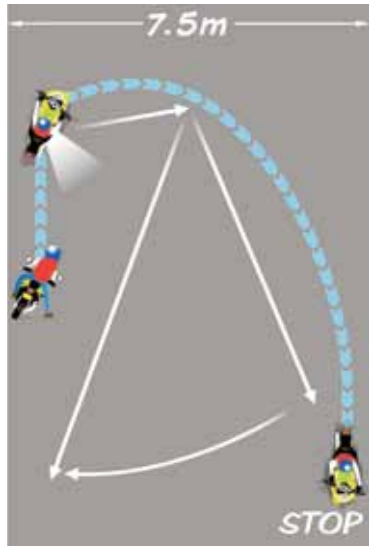
Stalling issues sound like a problem with the throttle bodies

**A** The 1098's engine mapping went from closed loop to open loop early on its life. With a closed loop system the Lambda sensors in the exhaust control the system, telling the ECU how to fuel the engine based on parameters that are set at the factory. If the exhaust change takes those figures out of the programmed range it will play up, so you'd need a race ECU to make the bike open loop.

An open loop system doesn't feed the exhaust gas composition back to the ECU. Instead it uses revs and throttle position, fuel injector pulse values 'trimmed' by environmental conditions, ambient air temperature, engine temperature and air pressure.

If yours is stalling when it's hot that sounds more like the throttle bodies need balancing and realigning. It's not a job that you can do at home. The throttle position sensor will need to be reset using software at a Ducati dealer or specialist.

You'll also have to hook up a gas analyser and adjust the CO levels (typically between 3.5 to 4.5% CO is fine). Adjusting the CO levels is achieved by adding or removing trimming values via the bike's software and manually playing with air bleeding screws in the throttle bodies. The idea is to achieve the same CO value in both cylinders.  
John Burrows, Ducati Coventry



## U-turn is driving me round the bend

**Q** I'm training for my test and have a problem with U-turns. I can do one over my left shoulder, but I lose balance to the right. Do you have the choice over which side to do a U-turn?

Lexism, MCN forums

**A** You don't have a choice so you are going to have to make right-handers work for you. Ride forward positively and stop the bike parallel to the painted line, then switch from left to right foot on the floor. Turn the bars onto the right lockstop with your hand on the brake. Now do your safety checks while stationary.

Once you're satisfied the examiner can see your checks have been done, shift across in the saddle and get your right foot planted on the road well ahead. The bike should lean to the right so it is 'comfortably heavy' against your right thigh. Set like this the bike will want to follow the arc you have planned.

As you start off don't lift your right foot immediately, ride past it and let it lift naturally (it's not a 'dab' because it started on the ground). Lent over like this the bike will naturally go where you want to go and if you focus on the exit of the U-turn and not the course markings you'll breeze it.

Sean Hayes, Circuit Based Training

## How can I use my phone's sat nav with gloves on?

CHARLES GOLDSTHORPE, EMAIL

I am pressing my iPhone into service as a sat nav for my bike. It would be great to pinch or swipe the screen without removing my gloves. What are the options to make the interface work with gloves on?



Touchscreen technology works by having a layer of conductive material under the glass that is electrically charged. It can sense the change in the charge when your fingers, which are conductive, touch the screen and that's then interpreted as a swipe, tap or a pinch.

Of course thick gloves aren't as conductive as human skin, so the phone won't sense your inputs. Some people have sewn metal thread into the tips of the fingers and thumb of their gloves, but you risk damaging the waterproofing. A computer geek's DIY solution is to dab CPU thermal compound into the fingertips.

You could try one of the liquid products like Nanotips or AnyGlove that you paint on your finger and thumb tips, like nail varnish, and allow to dry. Unfortunately

heavily lined leather or synthetic gloves are the worst candidates for this treatment, even with repeated applications. But a bottle that's good for 30 applications only costs about £15 so it may be worth a punt.

Finally there are motorcycle gloves on the market that have had conductive panels sewn into the fingertips. Most only have the index finger and thumb suitably equipped, but Rukka's Virium gloves have three fingertips and the thumb with the contact patches.  
Chris Dabbs, MCN



Weise Wave £54.99

### TOUCHSCREEN-FRIENDLY GLOVES

- Weise Scorpion WP** £69.99
- Furygan TD Winter Urban** £54.99
- Rukka Virium** £129.99
- Furygan Valt D30 Winter Lady** £79.99
- Furygan Winter EVO** £59.99
- Rukka Rytmi** £89.99
- Rev'it Hybrid WSP** £54.99
- Rev'it Boxxer H2O** £69.99

## I need some advice on carb balancing

**Q** I've just synchronised the carbs on my Suzuki VS750 Intruder with vacuum gauges and they look spot-on at tickover. But when I rev it the needles go in opposite directions? I am starting to think that one of the carbs is faulty?  
Vinnie2669, MCN forums

**A** Before you start balancing your carbs you need to make sure the throttle cables are correctly adjusted so that the slides lift in unison. The valve clearances should be correct and if the bike has CV carbs, the rubber diaphragms in the carb tops need to seal correctly. Start with the throttle cables, as they are the likely culprits.  
Steve Scully, GT Motorcycles



CBR rattles mean you need a new camchain tensioner

## My noisy CBR600 has got me rattled

**Q** My 2006 CBR600F has developed a rattle. Any potential causes spring to mind?  
John Gilmour, email

**A** It's time for a new camchain tensioner. Loosen the tank and remove the right-hand fairing. Remove the bolt in the end of the tensioner and use a small flat-blade screwdriver to release the tensioner pressure on the chain, then remove the two bolts. The new tensioner must be in the fully retracted position during fitting. Fit a new gasket. When the bolts are tightened, remove the clip/holding cap at the end of the tensioner and it will auto advance to the right position.  
Scott Bullett, Doble Motorcycles

## MCN LAW

Your legal questions

### HEAD INJURY HAS CHANGED BOTH OF OUR LIVES

**Q** My fiancé was knocked off his bike by a speeding driver 20 months ago and was badly injured. His injuries have recovered as much as possible, but his character has changed since the accident. He is moody, down a lot of the time and forgetful, but he refuses to do anything about it. He must have hit his head quite hard from the look of the helmet, but as far as I know this has not been looked at by his doctors.  
Alice, Tettbury

**I suggest you or your solicitors arrange for your fiancé to see a neurologist'**

**A** Your fiancé is displaying common characteristics of head injury and I am surprised he has not had them investigated sooner. A&E doctors are often presented with life-threatening injuries and concentrate on those first. If his helmet was obviously damaged I am surprised a brain scan was not undertaken to determine the impact of the blow. I suggest you or your solicitors arrange for him to see a neurologist. He may well also need a neuropsychologist to measure any ongoing cognitive deficit. The injury may impact on his ability to perform his job and he should be adequately compensated for this. He can be taught coping strategies, for example diary reliance to overcome memory problems. Symptoms of head injury are often overlooked by lawyers so accident victims should speak to their lawyers if they are experiencing: headache, nausea, dizziness, tinnitus, anxiety, emotional upset, irritability, depression, tiredness, problems concentrating and with memory, putting thoughts together or multi-tasking.



**Andrew Campbell**  
Solicitor and author of the MCN Law column for the last five years  
**Andrew Campbell, Bikelawyer.**  
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MCN bikesforsale.com

I am looking for a full-on 600 sportsbike for less than £4000.  
Ashley Ferris, email

**MCN CHOICE**

**The kick-ass option**  
2006-2007 TRIUMPH DAYTONA 675  
£3850-£4750  
Silky handling, allied to kick-ass power, makes the Daytona 675 a winner on road or track.  
123bhp | 165kg | 17.4l | 825mm seat

**The classy option**  
2003-2004 HONDA CBR600RR £2750-£3700  
A superb-handling motorcycle. Quick steering yet pretty stable on a smooth track with huge angles of lean achievable. Brakes are hard to fault, too.  
115bhp | 163kg | 18l | 820mm seat

**The hardcore option**  
2005-2007 SUZUKI GSX-R600 £3494-£4895  
The GSX-R steers sweetly, sounds wicked, goes like stink and rides beautifully as it's more softly sprung than some of its rivals.  
111bhp | 161kg | 16.5l | 810mm seat